*International***LONGSHORE and WAREHOUSE***Union*

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LOCAL 19

May 11, 2006

Mr. Douglas P. MacDonald
Secretary of Transportation
State of Washington
P.O. Box 47316
Olympia, WA 98504-7316

HERALD UGLES
President

ROBERT VIGIL
Day Business Agent

KEN CAMPBELL
Night Business Agent

Dear Secretary MacDonald:

I am writing to you on behalf of the International Longshore and Warehouse Union (ILWU) Local 19 to convey our extreme displeasure with the WSDOT letter of April 25, 2006 on the subject of SR 519.

The Royal Brougham overpass must be built as designed. The Massachusetts concept is totally unacceptable for present and future freight mobility needs. SR519 is a vital link between the Port of Seattle and the farmers of Eastern Washington and manufacturers of our region.

It is unbelievable that the state would demand the project be built in such a way that benefits a few privileged interests instead of the taxpayers, workers and businesses that create family wage jobs. The Department of Transportation's, either build this our way or nothing will be done, attitude cannot stand. This project must be started before the viaduct is built. It is a major link in the direction our transportation and the Port have been headed for the last twenty years.

With the Terminal 30 expansion, Terminal 46 cargo through-put increase, the BNSF railroad expansion of Seattle International Gateway, freeway access needs to be located as it was designed in the original plan. With the continued increase in international trade and the need for improved access to the Colman Ferry Dock not building SR 519 as originally planned turns its back on a thriving and stable maritime base that provides billions of dollars a year to our regional economy. Changing the plan also goes against the Mayor's pledge to honor the Kyoto challenge to reduce greenhouse gas emissions because trucks waiting in traffic congestion will have increased idling time.

To allow stadium owners and special interest groups to choke off access to the Port is a statewide issue that should be decided by all the real stakeholders involved. The ILWU asks that we be included as a primary stakeholder in this process along with other members of the freight mobility community.

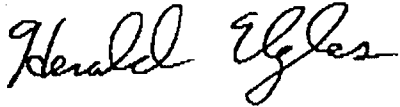
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Secretary of Transportation
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Let's cut to the chase and do this right. Don't allow the May 12th deadline to end debate on this cornerstone project. You save taxpayers money, increase freight mobility, reduce greenhouse emissions, improve access to the Coleman Ferry Dock by requiring the WSDOT to put the Royal Brougham overpass back on the table.

We would be happy to meet with you at anytime at your convenience to fully explain our position and help in anyway to move this project forward.

Sincerely,

ILLWU LOCAL #19



Herald Ugles
President

HU/cb
opieu#8

cc: Governor Christine Gregoire
David Dye, Urban Corridors
Chairman Mary Margaret Haugen - JTC
Patricia Otley -FMSIB
Dan O'Neal - Transportation Commission
Mike Groesch - Senate Transportation Commission
Beth Redfield - House Transportation Commission
Jennifer Ziegler - OFM
Seattle Mayor Greg Nickles
King County Executive Ron Sims
Mic Dinsmore, Port of Seattle

file: SR519 Project Let May 06